

Stop "L" and Subway Jam, Orders Health Board

FINAL
EDITION

The

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World.

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200,000 IN GREAT BATTLE AT VERDUN; BERLIN ADMITS LOSS BY CROWN PRINCE

NEW HEALTH BOARD ORDER AIMS TO STOP JAMMING IN SUBWAY AND ELEVATED

Ordinance Says Cars Shall Not Carry More Than One and One-Half Seating Capacity.

IN EFFECT AT ONCE

Companies Must Show They Are Running Maximum of Trains and Cars Possible.

An ordinance providing that cars shall not be permitted to carry a greater number of passengers than one and a half times their seating capacity was adopted today by the Health Board.

The ordinance is one of the most radical and sweeping of its kind in local transit history. According to Health Commissioner Emerson it applies to all subway and "L" lines, present or future, and to all surface cars in the five boroughs.

During the usual rush hours most cars, whether on subway, "L" or surface, carry more than three times their normal seating capacity.

The ordinance was considered so sweeping that Commissioner Emerson visited City Hall and talked with Mayor Mitchell before the Health Board convened and finally passed the measure by a unanimous vote.

Speaking of the ordinance, Mayor Mitchell was careful to explain that it would not in any sense conflict with the work of the Public Service Commission; that it must not be interpreted as a slap at that body and that it was the aim of the Health Board to heartily cooperate with the Public Service Commission.

Regarding the new ordinance, Mayor Mitchell said:

"The ordinance was drawn up after a number of conferences with a big citizens' advisory committee. One of the conferences was Public Service Commissioner Hodge, who was present as a private citizen and gave his views."

"It must be distinctly understood that the ordinance will not apply should the Public Service Commission decide that a specified trolley line was operating the practicable maximum number of cars. In other words it would be out of the question for the Health Department to attempt to force a railway company to put on more cars if experts of the Public Service Commission have decided that the company is already running a maximum number."

"Is the Health Department to take the word of engineers or experts of other departments that the railway companies are doing their best?" the Mayor was asked.

"Naturally the Health Department will be able to determine itself whether the companies are trying to accommodate the public."

"This step of the Health Board must not be interpreted by the public as a crusade against the transit companies of this city. Rather, it is an effort of the Health Department to render whatever help it can to the Public Service Commission."

"Take the case of the present conditions in the subway, for instance. If those who are best qualified to know state that more trains than are now being run there could not be operated with safety—then, of course, the ordinance would not apply. It would mean that an unfortunate condition of affairs existed in the subway, but that it could be remedied only through the opening up of more transit lines."

"The ordinance aims to conserve public health by preventing overcrowding. At the same time it will not interfere with public convenience."

EIGHT-HOUR DAY MEASURE MAY BE SET BACK A YEAR

Bill to Extend the Life of the Newlands Committee Introduced by Adamson.

WASHINGTON, Dec. 16.—Chairman Adamson of the House Interstate Commerce Committee today introduced a resolution to extend the life of the Newlands Railroad Investigating Committee another year—until Jan. 14, 1918. The committee has found it impossible to make its recommendation to Congress for railroad legislation, including the question of government ownership within the time given.

Trying to Settle Eight-Hour Day Case Out of Court.

EVANSVILLE, Ind., Dec. 16.—Negotiations are now on between the railroad companies and employees to settle the eight-hour controversy out of court before January 1. W. G. Lee, President of the Brotherhood of Railway Trainmen, declared in speaking before the Central States Conference of Rail and Water Transportation here, he said the company and men were "meeting together to adjust the differences and that an agreement might be reached within two weeks."

There is little likelihood of any agreement between the Railway Brotherhoods and the railroads over the Adamson eight-hour law, representatives of the conference committee of the railroads said today. Several conferences have been held recently, the last a week ago, but neither side has shown any intention of yielding concessions asked by the other. These conferences have been executive, and no reports of their deliberations have been made public.

It is unlikely that any action will be taken before the Supreme Court lands down a decision on the Adamson test case, railroad men said.

MRS. DE JAHN DIVORCES NOTED CHEMICAL ENGINEER

Wins Decree and \$5,000 Alimony—Woman in the Case Not Named.

An interlocutory decree in favor of Mrs. Agnes de Jahn was today signed by Justice Guy, divorcing her from F. W. de Jahn, famous chemist and engineer of No. 25 Broad Street. She will receive \$5,000 a year alimony.

The correspondent was not named and the acts complained of occurred in an obscure hotel in West Forty First Street. Before marriage, Mrs. de Jahn was a pianist. She toured Europe with great success but gave up her professional career when she was married.

Mrs. de Jahn is a close friend of the Earl and Countess of Chester. The couple were married in San Francisco September 14, 1909, while Mrs. de Jahn whose stage name was Agnes Gardner Eyre, was touring with Jan Kubelik, the violinist.

NEW HOPE TO SAVE SUMNER; SECOND STEAMER ASHORE

Captain Abandons Transport, But Fresh Efforts Will Be Made to Float Her.

ENGINE ROOM FLOODED

Three Life Crews Ready to Aid Big Vessel on Little Egg Shoal.

Two big steamships are stranded and in peril of breaking up on the shoals off the upper Jersey coast today. One is the United States Army transport Sumner, which went aground Sunday night off Barnegat. The other is a big tramp which went ashore on Little Egg shoal, two and a half miles off shore and about five miles south of Beach Haven during the night.

The Little Egg Harbor, Brigantine and Little Beach Coast Guard life saving crews put out and were seen from the shore to board the tramp steamship. On account of the high seas the life savers purpose to remain on board until the waves subside or it becomes absolutely necessary to abandon the ship.

Hope that the Sumner may be saved was expressed this afternoon by Col. John Carson, Depot Quartermaster here for the Army Transport Service, after he had received a wireless message from the ship. The Coast Guard cutter Seneca and wrecking tugs stood by during the day, and the wind shifted favorably to the northwest. Col. Carson said he believed the Sumner would soon be dragged from her position.

At noon the transport had been given up and Capt. Webber was ordered to abandon her.

The big wrecking tug Rescue almost saved the Sumner last night. The transport was dragged 250 feet over the shoal at high tide and was almost in deep water when the rudder post pulled out, leaving a hole in the stern of the vessel through which water poured into the shaft tunnel, flooding the engine room.

The weight of water in the hold held the Sumner firmly in the sand and after a little time a leak was found forward. Capt. Webber ordered forty of his crew to leave the ship. The waves were very high, but the men succeeded in getting away in one of no Sumner's boats, which was taken in tow by the Rescue.

When about half way to the Seneca the Rescue lost the lifeboat, which was carried down the coast. The Barnegat City Coast Guard went out in a power boat and towed the Sumner's boat and the forty men to the Seneca.

Twenty-eight members of the crew remaining on board were ordered off by Capt. Webber this morning. They reached the Seneca safely. The sea was very high when Capt. Webber and the wrecking crew still aboard left the Sumner.

The Sumner had 232 passengers aboard when she ran aground in the fog Sunday night. They were returning to the United States from the Canal Zone, and were mostly soldiers and their families. When it became apparent that the Sumner was hard aground the passengers were taken off and brought to New York on the Seneca.

Worth \$15,000,000, Manning, 83, Is Won By Girl's 'Killarney'

Banker Declares He Will Surely Wed Miss O'Brien, 28, Next Tuesday.

SIX CHILDREN OPPOSE.

He Denies Match Is Result of Two Weeks' Romance, as Kin Assert.

A difference of fifty-five years between his age and that of his prospective bride and the objections of his six children are not going to stop John B. Manning, eighty-three years old, millionaire banker and capitalist, of No. 81 Riverside Drive, from marrying Miss Honora May O'Brien, twenty-eight, of No. 54 West Ninety-sixth Street.

Answering the reports that his children and friends were determined to prevent the marriage as soon as they learned yesterday he had obtained a license, Mr. Manning, whose fortune is estimated at \$15,000,000, announced with great positiveness today that the ceremony would be performed in St. Patrick's Cathedral next Tuesday by Cardinal Farley.

Members of the banker's family say the match is the culmination of a two-weeks' acquaintance with Miss O'Brien. Mr. Manning insists he has known Miss O'Brien many years. His first wife died in 1905, and since that time he has lived in the Riverside Drive house with an unmarried son and daughter. One son, John J. Manning, is a prominent member of the New York Stock Exchange.

"KILLARNEY," THE MAGICAL SONG OF THE ROMANCE.

In obtaining the marriage license Miss O'Brien said she was the daughter of Dennis O'Brien of Skibbereen, Ireland, which is also the birthplace of Mr. Manning. Miss O'Brien, who has been employed as a secretary, was not to be found at the Ninety-sixth Street address where, according to a woman who answered the bell she has boarded for several years. This woman said that Miss O'Brien had a fine voice and that her singing of "Killarney" was what had won Mr. Manning's heart.

Occupants of the Manning home verified the report that he had been humming "Killarney" for several weeks. If the stories these persons tell to the effect that Mr. Manning has promised to settle \$500,000 on his bride she will be entitled to a place in the ranks of the high priced songbirds.

An Evening World man found Mr. Manning at breakfast when he called today. Far from being disturbed at the attitude of his children, he discussed his coming marriage with all the enthusiasm of a youngster. He is tall and stoop-shouldered. He has chin whiskers that are a cross between a goatee and a full beard, and he has enough hair to make many a younger man envious.

"Is it true that you have settled half a million on Miss O'Brien?" he was asked.

"Nonsense," he chuckled. "I haven't promised her anything. However, I don't want to discuss that phase of the subject. I'm too happy."

The attack on a grapefruit was halted while Mr. Manning leaned out across the snowbound Drive and hummed "Killarney."

"Wonderful day, isn't it?" he volunteered. "This is the weather that makes a fellow feel like living."

"Doesn't the fact your children ob-

HARVARD PROFESSOR WHO EXPIRED WHILE LECTURING TO A CLASS



EGG AND FOOD "KINGS" IN CHICAGO IMMUNE

Special Investigator Reports That Federal Law Can't Touch Wetz and Others.

CHICAGO, Dec. 16.—That Charles E. Wetz, "Egg King" who hoarded he had 72,000,000 eggs cornered, and other "food kings" are beyond the reach of Federal laws is the substance of the report made public by Hinton H. Clabaugh, special Federal investigator, here today.

After two weeks' delving into records of commission houses and other cold storage men, Clabaugh's opinion is that they have carefully retrained from actions which would lay them liable under conspiracy provisions of the anti-trust laws.

Eggs and produce are higher than last week. Cold weather is the cause assigned.

PREMIER LLOYD GEORGE IS STILL VERY ILL

May Not Be Able to Speak in House of Commons Next Tuesday.

LONDON, Dec. 16.—It appears doubtful today whether Premier David Lloyd George will be able to go before the House of Commons next Tuesday.

He is making steady progress toward recovery, but it is considered unlikely that his physicians will allow him to speak next week, as his voice is affected.

OVERCOME BY THE HEAT!

No Joke, Either, as Hospital Surgeon Learned.

Physicians at Flower Hospital thought they were being fooled this afternoon when they were called to Fifth Street and Lexington Avenue to attend a man who had been overcome by the heat. The case proved to be a legitimate prostration. Arthur Owens, a freeman, employed in the New York Central power house at that point, was overcome while working about the boilers. He lives at No. 21 East Thirty-ninth Street.

DR. MUNSTERBERG SUDDENLY EXPIRES ADDRESSING CLASS

Radcliffe College Girls Excited as Noted Harvard Professor Passes Away.

HAD BUSY PUBLIC LIFE.

Famed as Psychologist—Took Active Part in Defense of Germany's War Attitude.

CAMBRIDGE, Mass., Dec. 16.—Prof. Hugo Munsterberg of Harvard University dropped dead today while lecturing on psychology to a class of sixty girl students at Radcliffe College.

The professor was seized with what appeared to be a fainting spell. Some of the young women went to his assistance and then called in the college physician, Dr. Jewett. The latter reached the stricken teacher just before he expired. Almost with his last breath he tried to allay the excitement and hysteria among some of the girls in the class.

Prof. Munsterberg was born June 1, 1863, in Danzig, Germany. He graduated from the Danzig Gymnasium in 1882, and his studies include post-graduate courses at Heidelberg and Leipzig. He was given the degree of Ph. D. at Leipzig in 1885, and M. D. at Heidelberg in 1887. Several honorary degrees have been conferred on him by American universities, among them Harvard, Washington and Lafayette.

Since 1892 he had been professor of psychology and a director of the psychological laboratory at Harvard University. In 1910-11 he was exchange professor from Harvard to the University of Berlin.

He was President of the American Psychological Association in 1898, President of the American Philosophical Association in 1908. He was a Fellow in the American Academy of Arts and Sciences.

Prof. Munsterberg had produced many scientific works, among them being "Psychology and Life," "American Patriotism," "Principles of Art Education," "American Problems," "Psychology and Industrial Efficiency," "The Peace and America."

Since 1903 he had been editor of Harvard Psychological Studies.

He had delivered many lectures and written numerous newspaper articles since the war began, setting forth the German viewpoint. Early in the war there were demands from Allied sympathizers for his removal from the faculty at Harvard.

The British censor recently intercepted letters from Munsterberg addressed to persons in Germany, as a result of which it was claimed evidence had been found of the professor being an active German agent in this country. Munsterberg was one of the world's most famous psychologists.

Prof. Charles Edward Hart of Rutgers Dies Suddenly.

NEW BRUNSWICK, N. J., Dec. 16.—Charles Edward Hart, professor emeritus of ethics at Rutgers College, died suddenly today, aged sixty-nine.

He had been connected with Rutgers since 1890, when he was made professor of English. He was a graduate of Princeton and Princeton Seminary, and was formerly a Presbyterian minister.

Prof. Hart was a member of language and literary societies in this country and England, was a frequent contributor to magazines and the publisher of several books.

NEW BATTLE OF ARTILLERY FROM MEUSE TO WOEVRE; FRENCH HOLD ALL GAINS

Nivelle Delivers a Tremendous Blow as Last Act Before Assuming Chief Command, Sending Forward 100,000 Men in Five Attacks.

75 GUNS, 9,000 MEN TAKEN;
70-HOUR BOMBARDMENT.

BERLIN (via Sayville wireless), Dec. 16.—The War Office announces that "on Dec. 15 the French succeeded on the northeast front of Verdun in pushing us back from our most advanced position into a prepared second line along Talou Ridge, the heights north of Louvemont and Chambray and south of Bezonvaux."

PARIS, Dec. 16.—As his last act before assuming the chief command of the French armies on the western front, Gen. Nivelle smashed the German line east of the Meuse along a front of six miles. The victory has advanced the French positions two miles, and they are now within a short distance of where the Germans stood at the outset of the great Verdun drive. The military authorities describe the victory as complete and crushing and carried out without a hitch.

BERLIN IS READY TO STATE PEACE TERMS TO ALLIES

Bernstorff So Announces After a Conference To-day With Secretary Lansing.

WASHINGTON, Dec. 16.—Count von Bernstorff, the German Ambassador, conferred with Secretary Lansing today.

He sought information of the attitude of the United States toward the peace proposals of the Central Powers, to discuss the general subject of peace from this Government's viewpoint and to give any information Mr. Lansing might desire on the attitude of the German Government.

"We did not discuss peace terms in any way," said Count von Bernstorff after the conference, "I have not received any formal terms and the American Government knows officially that no formal terms have been proposed. All Germany has suggested is that the belligerents get together and talk. If that proposal is accepted definite terms naturally will be discussed, but till then it will not be proper to mention them. My visit to the Secretary was purely for general discussion."

The Ambassador said he had not discussed the American action in sending on the Teutonic notes without comment, as that was purely a matter for this country to decide for itself.

The peace proposal will be forwarded by the United States Government to the Entente allies without suggestions or comments. A decision to this effect was reached by President Wilson and his Cabinet late yesterday and was announced officially at the White House.

Brooklyn Under Sheriff Dead.

Thomas F. Byrnes, Under Sheriff and Democratic leader of the Eleventh Assembly District and a former State Tax Commissioner under Gov. Dix, died today at his home in Brooklyn of erysipelas. He was fifty-five years old. He is survived by a widow and two daughters.

Although there has been a lively bombardment along the entire front north of Verdun, from the Meuse to the Woivre, over which the French swept in their advance yesterday, no counter attack was delivered by the Germans during the night.

4 FRENCH DIVISIONS AGAINST 5 OF GERMANS.

Four of the French divisions engaged in yesterday's attack took prisoners belonging to every regiment of five German divisions. The number of prisoners so far accounted for is 9,000. Seventy-five guns were taken and many others were destroyed. The positions retaken yesterday were those lost to the Crown Prince on Feb. 25, during the early days of his drive at Verdun.

The French plan of attack was drawn up by Gen. Nivelle, with the concurrence of Gen. Petain, who at the time was his superior officer. The assault proper was left to Gen. Mangin. It was made by five divisions, or close to 100,000 men, under command of such leaders as Gen. de Maud'huy and Gen. du Passage.

Gen. Nivelle is hailed as the man of the hour, and his latest success is regarded as justifying his selection as commander-in-chief.

The front which the French infantry had held since the capture of Douaumont and Vaux ran thus: The southern slopes of Pepper Hill, east of the Meuse, between Bras and Vacherauville; Haudromont Wood, Haudromont Quarries, the region north of the village, Fort Douaumont, the quarries northeast of Fort Douaumont, the small wood southeast of Fort Douaumont, Haudromont Wood, the village of Vaux and the fort of Vaux.

SEVENTY-HOUR BOMBARDMENT BEFORE THE BIG BATTLE.

Behind that line Gen. Nivelle had distributed groups of powerful batteries, which for seventy hours before the attack hammered the German positions, particularly those on Pepper Hill and at Haudromont and Bezonvaux.

From the positions occupied by the French it may be seen that they were installed on a series of heights, some dominating the German positions, but others being under the direct fire of their opponents. To improve and strengthen their line it was necessary to wrest from their adversary the fa-